








## TURN LANE REQUIREMENTS

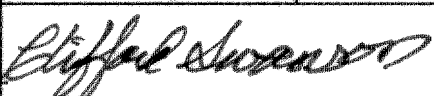
MAINLINE STREET	INTERSECTING STREET	LEFT TURN LANE REQUIREMENTS	RIGHT TURN LANE REQUIREMENTS
CLASS II COLLECTOR	CLASS II COLLECTOR	SINGLE	NO
CLASS II COLLECTOR	CLASS I COLLECTOR	SINGLE	NO
CLASS II COLLECTOR	MAJOR	SINGLE	NO
CLASS II COLLECTOR	PRIME	SINGLE	NO
CLASS I COLLECTOR	CLASS II COLLECTOR	SINGLE	NO
CLASS I COLLECTOR	CLASS I COLLECTOR	SINGLE	NO
CLASS I COLLECTOR	MAJOR	SINGLE	NO
CLASS I COLLECTOR	PRIME	SINGLE	NO
MAJOR	CLASS II COLLECTOR	SINGLE	NO
MAJOR	CLASS I COLLECTOR	SINGLE	NO
MAJOR	MAJOR	DOUBLE	YES
MAJOR	PRIME	DOUBLE	YES
PRIME	CLASS II COLLECTOR	SINGLE	NO
PRIME	CLASS I COLLECTOR	SINGLE	NO
PRIME	MAJOR	DOUBLE	YES
PRIME	PRIME	DOUBLE	YES

### ADDITIONAL REQUIREMENTS FOR RIGHT TURN LANE

PEAK HOUR RIGHT TURN VOLUMES	RIGHT TURN GEOMETRICS	TURN POCKET LENGTHS
0-299	 12' 12' 20'	NOT APPLICABLE
300-399	 12' 12' 12' 4' 12'	$285' = ((399/35) \times 25')$
400-475	 12' 12' 16' 12'	200'
476-600	 12' 12' 12' 4' 12' 12'	200'**
GREATER THAN 600	 12' 12' 12' 4' 12' 12'	$((RT. \text{ TURN VOLS.}/2)/35) \times 25''$

KEY:  = TRAVEL LANE  = BIKE LANE

\*\* ADDITIONAL 12' OF RIGHT OF WAY REQUIRED OVER ESTABLISHED CITY OF CHULA VISTA PRIME ARTERIAL STANDARDS AND A 120' REVERSE CURVE IS NEEDED FOR THE RIGHT TURN POCKET.

Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
3-22-00 CVM	Redrawn By: ARR Date: 7-26-95		
10-15-02 CVM		TURN LANE REQUIREMENTS	CVD- ST11
	CITY ENGINEER Date: 11-7-02		